

learned of the success of the Ghost Army from my constituent, Caleb Sinnwell of Nashua, IA. He won first place in the National History Day Project for his website about the Ghost Army and has been tirelessly advocating for this legislation to award the unit a Congressional Gold Medal. I thank him for his advocacy and for his admirable dedication to ensuring that those who sacrificed to ensure that the freedom and rights that we prize in America were protected are always remembered.

CONFIRMATION OF ROBERT PETER SILVERS

Mr. HAWLEY. Mr. President, had there been a recorded vote, I would have voted no on the confirmation of Executive Calendar No. 158, Robert Peter Silvers, of the District of Columbia, to be Under Secretary for Strategy, Policy, and Plans, Department of Homeland Security.

THE NATIONAL DEBT

Mr. PAUL. Mr. President, the Senate is considering an infrastructure bill, and I am glad we are. For too long, Americans have been compelled to send their tax dollars overseas to improve the infrastructure of other countries. I have been fighting, for several years, to invest in infrastructure here at home, which is why I find it frustrating that the very people who celebrate this package today actually opposed my efforts in the past.

We have a short memory here in the Senate. Only 2 years ago, I offered my Penny Plan for Infrastructure for a vote. My plan would have invested nearly \$40 billion in infrastructure over those 2 years. In those 2 years, nearly 20,000 miles of roads could have been resurfaced. Instead, those investments weren't made and 2 additional years of wear and tear passed by.

The parade of Senators coming to the floor and expounding upon the urgency of this package is nothing less than shocking, particularly when those same Members voted against 20,000 miles of resurfaced roads only a short time ago.

The Penny Plan was not my only effort to invest in infrastructure. Six years ago, I worked on a bipartisan package that would have made \$ 130 billion available for infrastructure. Had my plan been enacted into law, Americans would now be driving on 130 thousand miles of new roads.

So, why for more than 5 years have my infrastructure proposals been stilled? For only one reason: each of my proposals were paid for.

And if there is only one thing Congress always agrees on: never pay for any new spending. Ever.

Proponents of this bill claim it is paid for. And by using budgetary gimmicks, they hope they will erect enough smoke and mirrors to obscure this bill's enormous price tag. But this

\$1.2 trillion bill is not paid for. And, perhaps the most alarming part of the cost, is the authors of this bill know it is not paid for. And we know that because they wrote the bill so as to exempt it from rules that require the bill be paid for.

You see, Congress passed a law back in 2010 mandating that new spending has to be paid for. That law is called statutory pay-go, or pay as you go. And if Congress can't help itself and refuses to offset the cost of new spending, pay-go is enforced by an automatic cut to spending elsewhere.

But Congress rarely adheres to its own rules. Instead, Congress waived pay-go more than 60 times over the past decade and added over \$10 trillion to our debt.

This time is no different. This bill, which its proponents say is paid for, also carries a provision that says pay-go won't apply to it.

The only way to ensure Congress adheres to pay-go is through a point of order. If this bill is actually paid for, then you should have no trouble supporting the point of order. But if you vote to waive the point of order, if you vote to exempt Congress from its own rule requiring that we be good stewards of taxpayer dollars, then stop telling people something you know is not true. The truth is, this bill is not paid for.

And every American should ask a simple question: Why won't Congress obey its own rules?

This bill plus the next pork-laden bill will add trillions of dollars of new debt. We are adding debt at an unprecedented pace. There will be repercussions. A day of reckoning awaits.

But today there is a choice to make. A vote for the point of order is a vote not to keep adding debt.

I urge my colleagues to vote with me to stop the bleeding, to stop the red ink that threatens our country's future.

OIL AND GAS LEASES MORATORIUM

Mr. CRAMER. Mr. President, I rise today in support of North Dakota Attorney General Wayne Stenehjem filing a lawsuit against the Biden administration's continued cancellation of oil and gas leases on Federal lands and its impact on State and private mineral owners.

In addition to being a foolish idea, I believe President Biden's moratorium is illegal. It increases Federal and State budget shortfalls, hampers State and private mineral owners' rights, and makes the United States less energy independent and more reliant on foreign producers.

My State of North Dakota is uniquely harmed by this action, given what is commonly referred to as the split estate issue. For roughly 100 years, the Federal Government has retained Federal mineral rights on land near where State and/or private entities also hold surface and mineral rights. About 30

percent of the spacing units in North Dakota have interspersed federal mineral interests and therefore must go through the leasing process of the Bureau of Land Management—BLM—regardless of its size.

Accordingly, since the moratorium, it is estimated our State has lost \$4.77 billion in tax revenues and \$1.2 billion in private royalties. We are grateful the Louisiana Federal District Court Order agreed the Biden administration's actions are illegal, but unfortunately, we are being given no reason to think the near of this harmful policy is near.

On a recent call between the leadership of the BLM Montana/Dakotas office and constituents from the region, BLM officials stated that they are canceling quarterly lease sales at least through the end of calendar year 2021. Citing the administration's plans to appeal the district court ruling, State Director John Mehloff said, "We'll probably, at earliest, would be able to hold an oil and gas lease sale late first quarter of 2022."

That is disappointing, to say the least. Thankfully, North Dakota is taking action to protect our producers and America's energy security. I support the State's efforts in court and hope they are successful.

RECHARGE ACT

Mr. HICKENLOOPER. Mr. President, I recently introduced the RECHARGE Act, S. 2241, with my friend and colleague, Senator WHITEHOUSE, and we are very pleased that this bill, as amended, is included in the Infrastructure Investment and Jobs Act as Section 40431.

Section 40431 amends section 111(d) of the Public Utility Regulatory Policies Act of 1978, 16 U.S.C. 2621(d) in order to establish a new requirement that all public utilities—investor-owned utilities, customer-owned cooperatives, and public power utilities—must consider establishing EV-specific rates for residential customers, EV drivers, and commercial customers, who operate public and fleet EV charging stations, to promote greater electrification in the transportation sector.

Lowering emissions in the transportation sector will hinge upon the electrification of our country's motorized vehicles. Large investments in electric vehicle, or EV, charging infrastructure of the type included in other sections of this legislation will provide a catalyst for mass EV adoption.

The successful adoption of EVs will depend not only upon modernizing America's grid and charging infrastructure, but also upon updating our electricity sector rates, so that the infrastructure funded by this act can operate in an economically sustainable manner for decades to come. The commercial rates present today were not designed with the unique electricity load profile of a growing EV fleet in mind.